1-5. (CANCELED)

6. (CURRENTLY AMENDED) A method of operating a traveling power takeoff shaft ~~having a clutch connection with~~ that is connected, via a clutch, to a drive motor, wherein one of a wheel speed and a vehicle speed is known and the traveling power takeoff shaft, via a motor speed of rotation, is electronically matched in ratio with the wheel speed, ~~whereby,~~ the method comprising the steps of shifting a power takeoff stage, upon attainment of one of a higher and a lower threshold value of the drive motor speed of rotation, the higher threshold value corresponding to a next higher power takeoff stage and the lower threshold value corresponding to a next lower power takeoff stage, ~~shifting will occur~~ to one of the corresponding next higher and the next lower power takeoff stage.

7. (CURRENTLY AMENDED) The method according to claim 6, further comprising the step of compensating for a difference, when starting must be from zero speed, ~~a difference can be compensated of~~ between a speed of rotation at said zero speed and a lower threshold speed of rotation of the motor, by utilizing a strong clutch-slippage of the traveling power take-off shaft.

8. (CURRENTLY AMENDED) The method according to claim 6, further comprising the step of achieving, in a case of self-driven trailers, with a knowledge of slip, by means of an evaluation by an electronic system, an optimal speed of rotation ratio between a tractor and a trailer ~~can be achieved~~.

9. (CURRENTLY AMENDED) The method according to claim 6, further comprising the step of adjusting the ratio of the vehicle speed to the traveling power take-off shaft speed of rotation to a current demand by manual intervention during travel.

10. (CURRENTLY AMENDED) A method of operating a traveling power takeoff shaft connected by a clutch to a drive motor, the method comprising the steps of:

sensing ~~one of~~ a wheel rotational speed ~~and a vehicle speed~~ with a sensor;

defining a lower motor rotational speed threshold value to correspond to a next lower power takeoff stage;

comparing the wheel rotational speed to the lower motor rotational speed threshold value;

electronically matching rotation of a traveling power takeoff shaft to ~~one of~~ the wheel rotational speed ~~and the vehicle speed~~, by adjusting ~~motor rotation~~ a rotational speed of the drive motor; [[and]]

shifting to [[a]] the next lower power takeoff stage when ~~a next~~ the rotational speed of the drive motor achieves the lower motor rotational speed threshold value ~~is achieved~~.

11. (PREVIOUSLY PRESENTED) The method according to claim 10 further comprising the step of compensating for a difference in the drive motor rotation speed between a zero rotation speed and the lower motor rotation speed threshold value when, starting from the zero rotation speed, by allowing clutch slippage of the traveling power take off shaft.

12. (CURRENTLY AMENDED) The method according to claim 10 further comprising the step of ~~achieving an optimal~~ utilizing clutch slip and an electronic system to optimize a speed of rotation ratio between a tractor and a trailer ~~by evaluation by, an electronic system, with a knowledge of slip~~, in a case of self-driven trailers.

13. (PREVIOUSLY PRESENTED) The method according to claim 10, further comprising the step of adjusting a ratio of the vehicle speed to the rotation of the traveling power take-off shaft to current demand by manual intervention during travel.

14. (CURRENTLY AMENDED) A method of operating a traveling power takeoff shaft that is connected to a drive motor by a clutch and a takeoff shaft gear stage, the method comprising the steps of:

~~determining either one of a wheel rotational speed and~~ monitoring a vehicle travel speed with a sensor; and

adapting a rotational speed of the power takeoff shaft to conform to the ~~one of the wheel rotational speed and~~ the vehicle travel speed by one of:

electronically shifting to a next higher takeoff shaft gear stage, if a rotational speed of the drive motor essentially equals an upper rotational speed threshold, and

electronically shifting to a next lower takeoff shaft gear stage, if the rotational speed of the drive motor essentially equals a lower rotational speed threshold;

adapting engagement (slip) of the clutch of the power takeoff shaft to match a difference between the rotational speed of the power takeoff shaft at a vehicle travel speed of zero and the lower rotational speed threshold of the drive motor to a predefined ratio.